5.0 Cumulative, Growth-Inducing, and Irreversible Impacts

Section 15130(a) of the CEQA Guidelines requires a discussion of the cumulative impacts of a project "when the project's incremental effect is cumulatively considerable." Cumulatively considerable, as defined in Section 15065(c), "means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

CEQA Guidelines Section 15355 defines cumulative impact as "an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." The Guidelines further state that "an EIR should not discuss impacts which do not result in part from the evaluated project."

Cumulative Impact Approach

According to the Guidelines, an adequate discussion of significant cumulative impacts requires either:

1. A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or,

2. A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.

This EIR uses the plan-based approach for examining ***long-term*** cumulative impacts, using information from the County's General Plan and EIR, the *Auburn/Bowman Community Plan*, and the regional traffic model. The geographic scope of this cumulative impact analysis is dependent upon the environmental topic area. For example, air quality impacts are evaluated at the regional level, while cumulative noise impacts of the Project are limited to a smaller area around the Project site and adjacent to roadways utilized by Project-related traffic.

This EIR uses the list approach for analyzing ***short-term*** cumulative impacts, which would be those related to construction of the Project. Since long-term planning documents do not yield information about the timing of future development, the list-based approach is more useful in providing an accurate assessment of the short-term cumulative impacts. The following list of *Auburn/Bowman Community Plan* Area projects provides background for short-term cumulative impact assessment, except for regional air pollutant emissions, for which regional activities are considered:[1]

- **ATWOOD 80 (PEIR 2004 0346)**
  Project Description: 61-lot residential subdivision, 40,000+ sq. ft. lots.
  Project Location: Atwood Road, North Auburn
  Total Acreage: 79+
  Zoning: RS-AG-B40, PD 1.0
  Community Plan Area: Auburn/Bowman

- **AUBURN HIGHWAY 49 AND ROCK CREEK ROAD RETAIL CENTER (PEIR 2005 0277)**
  Project Description: Proposes phased commercial center. Phase I - 36,100 sq. ft.+, Phase II - 57,500 sq. ft. +.
  Project Location: Rock Creek Road and Highway 49
  Total Acreage: 13.1
  Zoning: CPD-Dc, CPD-Dc-FH
  Community Plan Area: Auburn/Bowman

- **AUTOZONE (PCPB 2004 0461)**
  Project Description: Proposed 7, 144 sq. ft. auto parts retail store.
  Project Location: 2555 Highway 49, southwest corner of Highway 49 and Willow Creek Drive.
  Total Acreage: 1.019
  Zoning: CPD-Dc
  Community Plan Area: Auburn /Bowman

- **HALLMARK GARDENS (PCUP 2004 0001)**
  Project Description: Phase 1: construct an Independent Living Facility containing approximately 182 units and 146,600 sq. ft. Phase 2: construct a 100 room 60,000 sq. ft. hotel
  Project Location: West side of Bowman Road, south of Delores Drive and east of Terry Lane, Bowman area.
  Acreage: 11+
  Zoning: HS-Dc
  Community Plan Area: Auburn/Bowman

- **HOME DEPOT (PEIR-3640)**
  Project Description: Development of a 104,991 sq. ft. home improvement store consisting of a main warehouse structure and an attached 24,304 sq. ft. fenced outdoor garden center. The site would include 483 parking spaces.
  Project Location: Dewitt center immediately west of Hwy.49, and north of the proposed roadway connector to F Ave.
  Acreage: 10.64
  Zoning: CPD-Dc, C-3-Dc, OP-DR-Dc
  General Plan Area: Auburn/Bowman

- **KEMPER OAKS SUBDIVISION UNIT 2 (PSCP 2004 0410)**
  Project Description: Proposed Planned Development for 48 single-family lots. The average lot size is approximately 8,300 sq. ft. with a minimum of 6,102 sq. ft. and a maximum of 16,222 sq. ft.
  Project Location: Kemper Road, south of the intersection of Wildberry Lane, North Auburn.
  APN: 052-470-001
  Total Acreage: 23.4
  Zoning: RS-B-20, PD 2.5
  Community Plan Area: Auburn/Bowman

- **KEMPER WOODS SUBDIVISION (PSUB 2005 0600) (Formerly PEAQ-3802)**
  Project Description: 24-lot residential Planned Development.
  Project Location: Southeast intersection at Kemper Road and Bean Road, Auburn
  Acreage: 24.73
  Zoning: RS-B-40, PD 1.0
  Community Plan Area: Auburn-Bowman

- **MILL ROAD SUBDIVISION (PSUB 2004 0802)**
  Project Description: Development of a 19-lot residential project.
  Project Location: 591 Mill Road, Auburn
  Total Acreage: 7
  Zoning: RS-AG
  Community Plan Area: Auburn Bowman

- **MOUNTAIN CARPET SHOWROOM AND WAREHOUSE (PMPB 2004 0726)**
  Project Description: Proposal to demolish existing residence and driveway and construct a 6,562+ sq. ft. retail building, driveway and parking lot.
  Project Location: 3760 Grass Valley Highway, Auburn
  Total Acreage: 1
  Zoning: C3-UP-Dc
  Community Plan Area: Auburn/Bowman

- **MUSSETTER DISTRIBUTING FACILITY (PEIR-3806)**
  Project Description: Proposed 80,000 sq. ft. wholesaling and distribution facility.
  Project Location: Lincoln Way and Covey Road, North Auburn
  Acreage: 8.4
  Zoning: C3-Dc, RA-B-100
  Community Plan Area: Auburn/ Bowman

- **SILV ER BEND TOWNHOMES (PCUP 2768)**
  Project Description: New site plan consisting of 27 buildings totaling 64 for sale town home units.
  Project Location: 360 Silver Bend Way, Auburn
  Total Acreage: 6.1
  Zoning: RM-DL-10
  Community Plan Area: Auburn/Bowman

- **SNOW RANCH SUBDIVISION (PSUB 2005 0211)**
  Project Description: Subdivision of 16 acres into 14 single-family residential lots.
  Project Location: 11600 Edgewood Road, Auburn
  Total Acreage: 16.18
  Zoning: RS-AG-B-40
  Community Plan Area: Auburn/Bowman

- **TACO BELL, AUBURN RAVINE ROAD (PCPC 2005 0415)**
  Project Description: Construction of a new Taco Bell facility.
  Project Location: 1788 Auburn Ravine Road, South of Bowman Road
  Total Acreage: 0.51
  Zoning: HS-Dc
  Community Plan Area: Auburn/Bowman

- **WALGREEN'S DRUG STORE (PMPC 2005 0614)**
  Project Description: Proposal to develop a 15,000+ sq. ft. drug store with drive up window and a building site for future 6,000 sq. ft. retail building.
  Project Location: New Airport Road at Highway 49, Auburn
  Total Acreage: 1.38
  Zoning: O, CPD-Dc
  Community Plan Area: Auburn/Bowman

Significance thresholds, unless otherwise specified, are the same for cumulative impacts as Project impacts for each environmental topic area.

Cumulative Aesthetic Impact

The Project site is not considered to have high aesthetic value; therefore, development of the site would not contribute to a cumulative loss of identified visual resources. The Project would contribute to the transformation of the area along Highway 49 from a more rural setting to a suburban setting. However, this transformation has largely taken place. The Project is surrounded by developed property. Cumulative impacts on aesthetics are **less than significant**.

Cumulative Regional Air Quality Impact

The Sacramento Valley Area attainment plans for ozone and PM_{10} are based on growth projections as depicted in the general plans within the Sacramento Valley Air Basin. The proposed Project site is currently zoned for commercial development or multi-family residential development.

As noted in Section 3.2 of this EIR, the California Air Resources Board (CARB) has designated the Sacramento Valley as a non-attainment area with respect to ozone and $PM_{10.}$ Construction of the proposed Project, in combination with other development in the air basin, will affect air quality (most importantly, ozone and PM_{10}) in the basin as a whole by generating additional pollutants.

Construction activities would generate emissions in violation of PCAPCD significance thresholds for NO_X and ROG, creating a **potentially significant** impact. Even with mitigation, NO_X would exceed emissions thresholds. Considering current estimates of regional construction activity, ambient air quality, and Community Plan current projects, the short-term air pollutant emissions impacts are **cumulatively considerable**, and are considered **significant and unavoidable.**

Operational emissions, as described in Section 3.2 of this EIR, at Project buildout are anticipated to be below PCAPCD significance thresholds with mitigation for direct impacts. The Air District's cumulative threshold for ozone precursors [reactive organic gases (ROG) and oxides of nitrogen (NO_X)] is 10 pounds per day. This is the threshold described in the Best Available Control

Technology (BACT) requirement in New Source Review, Air District Rule (Rule 502). If the operational ROG and NO_X emissions from a project exceed 10 lbs/day, the Air District requires the project to offset the emissions below to 10 pounds per day either with the project's on-site mitigation program, the project's own mitigation program, or contribution to the Air District's mitigation program. When combined with the projects listed previously, and considering the more stringent eight-hour ozone standard, the emissions contributed by the Project (see **Table 3.2-5**) are **cumulatively considerable** and **potentially significant.**

The following mitigation measure is required:

Mitigation Measure C-AQ-1

- **Project shall use only low nitrogen oxide (NOx) hot water heaters.**
- **Project shall require installation of 120-volt outlets on the exterior walls of both the front and back of residence units to accommodate the use of electric landscape maintenance equipment.**
- **Open burning shall be prohibited on all lots and this prohibition shall be included as part of the Project CC&Rs.**
- **The Project shall implement an offsite mitigation program, coordinated through the Placer County Air Pollution Control District, to offset the Project's long-term ROG, NO_x, and PM_{10} emissions. The applicant's mitigation program must be approved by the Placer County Air Pollution Control District. In-lieu of the applicant implementing their own off-site mitigation program, the applicant can choose to participate in the Placer County Air Pollution District Off-site Mitigation Program by paying an equivalent amount of money into the District program.[2]**

With the incorporation of the specified mitigation measures, the impact relative to mass criteria pollutant emissions **less than cumulatively considerable** and **less than significant.**

Cumulative Carbon Monoxide Concentrations Impact

CO emissions associated with cars idling in an intersection that is operating at a level of service (LOS) of D or worse have the potential to accumulate and adversely impact the health of receptors that are located within 100 feet of an intersection. According to the traffic analysis (Section 3.11 of this Draft EIR), the following intersections would operate at LOS D or worse under cumulative plus Project conditions with or without the Hulbert Way connection:

- State Highway 49 / New Airport Road / Kemper Road
- State Highway 49 / Hulbert Way (north)
- State Highway 49 / Luther Road
- Luther Road / Taylor Lane
- Luther Road / Dairy Road

CO modeling was completed to determine if the proposed Project would result in any violation of the 1-hour 20 ppm or the 8-hour 9-ppm CO standards. The Project would contribute to congested

roadway conditions along State Route 49 during peak-hour traffic demand periods. This would potentially result in unacceptable carbon monoxide concentrations in the direct vicinity of certain intersections where cars are backed up behind a stop light, idling, or moving very slowly. With mitigation, the intersections of Luther Road with Taylor Lane and Dairy Road would experience LOS C under cumulative with Project conditions, and therefore would not experience substantial carbon monoxide concentrations. Standards would be exceeded under cumulative conditions at the intersections of SR 49 and Luther with or without implementation of the Project.

With the Project (with or without the Hulbert Way connection), the one-hour standard would be exceeded for receptors placed at the property lines nearest the intersection of Luther Road and State Highway 49, according to line source CO modeling conducted to support this EIR. The one-hour standard is anticipated to be exceeded, however, without the Project, as well. Using information from the traffic study conducted to support this EIR, CO concentrations would increase by two percent (in parts per million) at the most at any sensitive receptor. The impact is **less than considerable** at the cumulative level and **less than significant**.

Cumulative Biological Resources Impact

The Project would result in the loss of oak and heritage trees, contributing to the cumulative loss of oak and heritage trees in western Placer County (see Section 3.3 of this EIR). Per the *Placer County Tree Preservation Ordinance* and *Placer County Native Tree Mitigation Policy* a Mitigation Monitoring Implementation Program (MMIP) for the replacement of removed or impacted oaks and heritage trees will be required. The implementation of a MMIP would reduce the potential cumulative loss to a **less than cumulatively considerable** and **less-than-significant** level.

Project development will result in the loss of 0.05 acre of jurisdictional wetlands, thus contributing to the cumulative loss of wetlands in the region. *Auburn/Bowman Community Plan Policy* and the *Placer County Conservation Plan* ensure a "no net loss" of wetlands to minimize cumulative effects. Concurrence and compliance with the permitting process for Army Corps of Engineers (ACOE) and California Department of Fish & Game (CDFG) for an approved in-lieu fee program, such as a local resource conservation bank, will reduce impacts to a **less than cumulatively considerable** and **less-than-significant** level (refer to Section 3.3, Biological Resources for more detail on these mitigation strategies).

Cumulative Cultural Resources Impact

The project will not contribute to the cumulative loss of archaeological or historic resources which results from development in the region, since no such resources were identified on the project site. Mitigation measures will ensure that potentially adverse impacts to cultural resources are **less than significant** during the construction of the project.

Cumulative Geology and Soils Impacts

No significant cumulative impacts have been identified with the Project as they relate to geologic, soil, and mineral resource issues. Geologic impacts tend to be site-specific, and development does not significantly alter geological conditions in a region. Construction work associated with this

Project and other projects in the vicinity could contribute to a cumulative loss of topsoil due to erosion. However, as noted in Section 3.10 of this EIR, the Project and other projects would be subject to the National Pollutant Discharge Elimination System (NPDES) permit process, which includes implementation of Best Management Practices (BMPs) for erosion control as part of the Stormwater Pollution Prevention Plan (SWPPP). Therefore, cumulative topsoil loss would be minimal. Cumulative impacts on geology, soils and mineral resources are **less than significant**.

Cumulative Noise Impact

The geographic extent to which noise impacts can be considered cumulatively is more limited than for many other environmental impact topics. The primary cumulative impacts of short-term construction activities extend outward from the Project site to the point where construction noise becomes indistinguishable from the ambient noise environment. Occasional noise levels greater than 60 dB(A) will occasionally occur at locations within about 1,600 feet of a construction site. Occasional noise levels greater than 70 dB(A) will occur at areas within approximately 700 feet of the construction site. Since construction of the Plaza project, located adjacent to and southwest of the Project site, could occur simultaneously with Project construction, short-term noise impacts are **cumulatively considerable** and **potentially significant**. However, with incorporation of mitigation measures in the Noise section of this EIR, Section 3.7, the cumulative impact is **less than significant**.

Traffic noise impacts of the Project are minimal, as illustrated in Section 3.7 of this EIR. Calculated Cumulative (2025) + Project traffic noise exposure within the closest proposed project residences is not expected to exceed 40 dB L_{dn}. This noise exposure level does not exceed the applicable 45 dB L_{dn} limit.

The impact is **less than cumulatively considerable** and **less than significant**.

Unmitigated Cumulative with Project traffic noise exposure from SR 49 is estimated to be approximately 71 dB L_{dn} at 100 feet from the center of the roadway. For this Project, the closest proposed residential property line will be approximately 420 feet from the center of SR 49. Assuming a noise level reduction of +/- 4.5 dB per halving/doubling of distance from the noise source, estimated future unmitigated traffic noise exposure from SR 49 would be approximately 62 dB L_{dn} at the closest proposed residential property line. The proposed Plaza commercial project located adjacent to the Project site would provide some acoustical shielding for Project homes from traffic on SR 49. Nonetheless, if homes are constructed as proposed, the impact is **potentially significant**. The level of attenuation from this development is not known at this time. Mitigation included in this Noise section of this EIR reduces impacts to a **less than cumulatively considerable** and **less-than-significant** level.

Cumulative Public Services Impact

Project-specific impacts on fire protection and law enforcement services, recreation services and facilities, and schools, were found to be less than significant in the analysis in Section 3.8 (Public Services, Utilities and Recreation). Nonetheless, the Project, together with the identified related projects, will contribute to a cumulative increase in demand for public services in the area. Each related project will be required to pay all appropriate school, parks/recreation fees, or otherwise compensate for its potential impacts on these services and facilities. In compliance with standard

development review procedures, each related project will be required to ensure that fire and law enforcement facilities and personnel are adequate, and will be required to include all mandated fire safety and public safety features in design and operations. As a result, cumulative impact is considered **less than significant**.

Cumulative Surface Hydrology and Water Quality Impacts

No significant cumulative impacts have been identified with the Project as they relate to surface hydrology and water quality issues. Construction work associated with this Project and other projects in the vicinity could contribute to a cumulative loss of topsoil due to erosion, which may affect the water quality of surface waters. However, most projects would be subject to the NPDES permit process, which includes implementation of BMPs for erosion control as part of the SWPPP. Therefore, cumulative topsoil loss and its attendant impact on water quality would be minimal. Increased development could also lead to an increase in runoff contamination by urban pollutants. The SWPPP for the Project includes measures to reduce pollutants in runoff, so cumulative impacts would be minimal.

Increased development in the Auburn/Bowman area, with its concomitant increase in impervious surfaces, could potentially lead to an increase in peak stormwater flows. This would increase the likelihood of flooding in and downstream of the Project area. However, the Project proposes a stormwater drainage system that would reduce the amount of runoff that would leave the site during and after a storm. Therefore, the Project would not contribute cumulatively to potential flooding impacts. Cumulative impacts on surface hydrology and water quality are **less than significant**.

Cumulative Traffic Impact

Without Hulbert Way

Cumulative plus Project (without Hulbert Way Connection) peak-hour intersection traffic operations were analyzed utilizing derived Cumulative plus Project (without Hulbert Way Connection) peak hour intersection traffic volumes and lane geometries and control for cumulative conditions. **Table 5-1** provides a summary of the resulting peak-hour intersection levels of service.

As shown, three study intersections would have significant impacts associated with the Cumulative plus Project (without Hulbert Way Connection):

- State Route 49/New Airport Road/Kemper Road
- Luther Road/Taylor Lane
- Luther Road/Dairy Road

The **S.R. 49/New Airport Road/Kemper Road** intersection would operate at unacceptable LOS F under both Cumulative No Project and plus Project (without Hulbert Way Connection) afternoon peak hour conditions. Project traffic would add 1.7 seconds of average delay to No Project conditions.

Table 5-1
Cumulative plus Project (without Hulbert Way Connection) Intersection Level of Service

#	Intersection	Control Type[2]	Target LOS[2]	PM Peak Hour		
				Delay (sec)[5]	LOS	Warrant Met?[3]
1	SR 49 / New Airport Rd / Kemper Rd	Signal	E	OVR	F	---
2	SR 49 / Hulbert Way (north)	Signal	E	42.4	D	---
3	SR 49 / Luther Rd	Signal	E	78.9	E	---
4	Luther Rd / Canal St	Signal	C	0.636*	B	---
5	**Luther Rd / Taylor Ln**	**AWSC**	**C**	**59.6**	**F**	**No**
6	**Luther Rd / Dairy Rd**	**AWSC**	**C**	**67.3**	**F**	**YES**
7	Canal St / Project Access	TWSC	C	9.2	A	no

Notes: **Bolded** entries indicate intersections operating at deficient LOS (see note #2).
1. TWSC = Two-Way-Stop Control (LOS and delay are based on LOS and delay for worst approach).
   AWSC = All-Way-Stop Control (LOS and delay are based on average LOS and delay for the entire intersection).
   Signal = Traffic Signal Control (LOS and delay are based on average LOS and delay for the entire intersection).
2. Target LOS threshold is "C" for City of Auburn and Placer County intersections. Target LOS threshold is "E" for SR 49 (Caltrans) study intersections.
3. Warrant = Caltrans peak hour volume based signal warrant.
4. OVR = Overflow conditions; delays exceeding 100 seconds.
5. * = indicates the volume/capacity ratio based on Circular 212 methodology for the intersection.

Mitigation Measure Cumulative-T-1

- **The Project shall participate on a pro-rata basis in converting the S.R. 49/Airport Road/Kemper Road shared through-right lane in the northbound direction to an exclusive through lane and right turn lane.**

- **The Project shall participate on a pro-rata basis in converting the S.R. 49/Airport Road/Kemper Road shared through-right lane in the eastbound direction to an exclusive through lane and right turn lane.**

- **The Project shall participate on a pro-rata basis in providing overlap signal phasing to the eastbound right-turns along Kemper Road at the S.R. 49/Airport Road/Kemper Road intersection.**

- **U-turns shall be prohibited along the northbound S.R. 49 approach at the S.R. 49/Airport Road/Kemper Road intersection.**

These above improvements are consistent with recommendations provided for The Plaza Shopping Center.[3] If implemented, these improvements would result in acceptable LOS E during the afternoon peak-hour period. With mitigation, the impact is considered **less than significant**.

At the all-way stop controlled intersection of **Luther Road/Taylor Lane**, Project traffic would add 5.3 seconds in average intersection delay. However, the LOS would remain at F for both the Cumulative No Project and Cumulative plus Project (without Hulbert Way Connection) conditions.

As with Cumulative No Project conditions, this intersection does not meet Caltrans peak-hour volume warrant criteria during the afternoon peak hour under Cumulative plus Project (without Hulbert Way Connection) conditions.

Conversion of the all-way stop controlled approach to a two-way stop controlled intersection with stop signs along the minor street Taylor Lane approach would provide unacceptable but improved LOS D operations at the intersection for Cumulative plus Project (without Hulbert Way Connection) conditions.

However, the all-way stop control is in place not for reducing congestion, but for decreasing vehicle speeds and use of roads serving residential areas. At this time, the County has elected to forgo mitigation of this traffic congestion impact and accept LOS F operations at the intersection.

At the all-way stop controlled intersection of **Luther Road/Dairy Road**, Project would increase the average intersection delay by 5.7 seconds compared to No Project conditions. LOS F would be provided under both Cumulative No Project and plus Project (without Hulbert Way Connection) conditions. This intersection ***would*** meet Caltrans peak-hour volume warrant criteria during the afternoon peak hour for Cumulative plus Project (without Hulbert Way Connection) conditions.

Mitigation Measure Cumulative-T-2

The Project shall participate on a pro-rata basis in signalizing the Luther Road / Dairy Road intersection.[4]

If implemented, this improvement would provide acceptable LOS B operations at the intersection for Cumulative plus Project (without Hulbert Way Connection) conditions. This intersection is in the City of Auburn, and City staff indicated that they have neither plans nor funding to signalize this intersection. This EIR cannot guarantee the signalization of this intersection. The impact is **cumulatively considerable** and **significant and unavoidable**.

Table 5-2 is a summary of the Cumulative plus Project (without Hulbert Way Connection) roadway segment LOS. As with Cumulative No Project conditions, all three S.R. 49 study segments would operate at unacceptable LOS F on a daily basis under Cumulative plus Project (without Hulbert Way Connection).

With the construction of The Plaza Shopping Center project and with the implementation of the Operational Improvement Project (OIP) plans under Short Term conditions, S.R. 49 will be widened to a six-lane facility in the vicinity of the Project. Even with a six-lane facility, all three S.R. 49 study segments are projected to operate at unacceptable LOS F.

There are no feasible additional improvements to the S.R. 49 corridor that would improve LOS to meet relevant congestion standards. The impact is **cumulatively considerable** and **significant and unavoidable.**

Table 5-2
Cumulative plus Project (without Hulbert Way Connection) Segment Level of Service

Roadway Segment#	Capacity Configuration	Target LOS	ADT Volumes	LOS
Luther Rd – east of SR 49	2-Lane Arterial (with left-turn lane)	C	14,300	C
SR 49 – south of Luther Rd	**6-Lane Divided Arterial (with left-turn lane)**	**E**	**71,540**	**F**
SR 49 – north of Luther Rd	**6-Lane Divided Arterial (with left-turn lane)**	**E**	**79,320**	**F**
SR 49 – north of New Airport Rd	**6-Lane Divided Arterial (with left-turn lane)**	**E**	**68,260**	**F**

Note: ADT = Average Daily Traffic
Bolded entries indicate roadway segments operating at unacceptable LOS.

With Hulbert Way Connection

Table 5-3 provides a summary of the peak-hour intersection levels of service. As with the scenario where there is no secondary access, three study intersections would have significant impacts under Cumulative plus Project (without Hulbert Way Connection) conditions:

- State Route 49/New Airport Road/Kemper Road
- Luther Road/Taylor Lane
- Luther Road/Dairy Road

The **SR-49/New Airport Road/Kemper Road** intersection would operate at unacceptable LOS F under both Cumulative No Project and plus Project (with Hulbert Way Connection) afternoon peak hour conditions. Project traffic would add 1.7 seconds of average delay compared to No Project conditions.

Mitigation Measure Cumulative-T-1 is required for the with Hulbert Way Connection scenario, and if implemented, would result in acceptable LOS E during the afternoon peak-hour period. With mitigation, the impact is considered **less than significant**.

At **Luther Road and Taylor Lane**, LOS would be F under the Cumulative No Project and Cumulative plus Project (with Hulbert Way Connection) conditions. The average delay would increase by 5.3 seconds compared to the No Project scenario. As with Cumulative No Project conditions, this intersection does not meet Caltrans peak-hour volume warrant criteria during the afternoon peak hour under Cumulative plus Project (with Hulbert Way Connection) conditions.

Table 5-3
Cumulative plus Project (with Hulbert Way Connection) Intersection Level of Service

#	Intersection	Control Type[2]	Target LOS[2]	PM Peak Hour		
				Delay (sec)[5]	LOS	Warrant Met?[3]
1	SR 49 / New Airport Rd / Kemper Rd	Signal	E	OVR	F	---
2	SR 49 / Hulbert Way (north)	Signal	E	51.2	D	---
3	SR 49 / Luther Rd	Signal	E	55.7	E	---
4	Luther Rd / Canal St	TWSC	C	0.578*	A	---
5	**Luther Rd / Taylor Ln**	**AWSC**	**C**	**59.6**	**F**	**no**
6	**Luther Rd / Dairy Rd**	**AWSC**	**C**	**67.3**	**F**	**YES**
7	Canal St / Project Access	TWSC	C	12.5	B	no

Notes: Bolded entries indicate intersections operating at deficient LOS (see note #2).

1. TWSC = Two-Way-Stop Control (LOS and delay are based on LOS and delay for worst approach).
   AWSC = All-Way-Stop Control (LOS and delay are based on average LOS and delay for the entire intersection).
   Signal = Traffic Signal Control (LOS and delay are based on average LOS and delay for the entire intersection).
2. Target LOS threshold is "C" for City of Auburn and Placer County intersections. Target LOS threshold is "E" for SR 49 (Caltrans) study intersections.
3. Warrant = Caltrans peak hour volume based signal warrant.
4. OVR = Overflow conditions; delays exceeding 100 seconds.
5. * = indicates the volume/capacity ratio based on Circular 212 methodology for the intersection.

As with the scenario without the through connection, a two-way stop controlled intersection would provide unacceptable but improved LOS D operations at the **Luther Road/Taylor Lane** intersection. However, the all-way stop control is in place not for reducing congestion, but for decreasing vehicle speeds and use of roads serving residential areas. At this time, the County has elected to forgo mitigation of this traffic congestion impact and accept LOS F operations at the intersection.

At the four-way stop controlled intersection of **Luther Road/Dairy Road**, Project traffic would increase the average intersection delay by 5.7 seconds compared to No Project conditions. LOS would remain at LOS E for both Cumulative No Project and plus Project (with Hulbert Way Connection) conditions. This intersection ***would*** meet Caltrans peak-hour volume warrant criteria during the afternoon peak hour for Cumulative plus Project (with Hulbert Way Connection) conditions.

Mitigation Measure Cumulative-T-2 is required for the with Hulbert Way Connection scenario. If implemented, this improvement would provide acceptable LOS B operations at the intersection for Cumulative plus Project (with Hulbert Way Connection) conditions. This intersection is in the City of Auburn, and City staff indicated that they have neither plans nor funding to signalize this intersection. This EIR cannot guarantee the signalization of this intersection. The impact is **cumulatively considerable** and **significant and unavoidable**.

Table 5-4 summarizes Cumulative plus Project (with Hulbert Way Connection) roadway segment LOS. As with Cumulative No Project conditions, all three S.R. 49 study segments would operate at unacceptable LOS F on a daily basis under Cumulative plus Project (with Hulbert Way Connection) conditions.

Table 5-4
Cumulative plus Project Conditions (with Hulbert Way Connection) Segment Level of Service

Roadway Segment#	Capacity Configuration	Target LOS	ADT Volumes	LOS
Luther Rd – east of SR 49	2-Lane Arterial (with left-turn lane)	C	12,010	C
SR 49 – south of Luther Rd	**6-Lane Divided Arterial (with left-turn lane)**	**E**	**71,540**	**F**
SR 49 – north of Luther Rd	**6-Lane Divided Arterial (with left-turn lane)**	**E**	**78,100**	**F**
SR 49 – north of New Airport Rd	**6-Lane Divided Arterial (with left-turn lane)**	**E**	**68,260**	**F**

Note: ADT = Average Daily Traffic
Bolded entries indicate roadway segments operating at unacceptable LOS.

With the construction of The Plaza Shopping Center project and with the implementation of the Operational Improvement Project (OIP) plans under Short Term conditions, S.R. 49 will be widened to a six-lane facility in the vicinity of the Project. Even with a six-lane facility, all three S.R. 49 study segments are projected to operate at unacceptable LOS F.

There are no feasible additional improvements to the S.R. 49 corridor that would improve LOS to meet relevant congestion standards. The impact is **cumulatively considerable** and **significant and unavoidable.**

Other Cumulative Impacts

No other cumulative impacts were identified through the comprehensive cumulative impact assessment.

Growth-Inducing Impact

Residential and commercial development induces growth by providing places for new residents to live, expanding the labor pool, or increasing the local supply of jobs. Extension of public infrastructure or services accommodates growth by removing constraints to development. Growth inducement can be direct or indirect:[5]

A growth-inducing project directly or indirectly...
- Fosters economic or population growth or additional housing;
- Removes obstacles to growth;
- Taxes community services or facilities to such an extent that new services or facilities would be necessary; or
- Encourages or facilitates other activities that cause significant environmental effects.

Since households often locate their residences within proximity of their place of employment, commercial development is thought to induce growth. This Project does not include any employment generating land uses.

The Project does not anticipate adding residents beyond that included in regional population projections contained within the Placer County General Plan or Sacramento Council of Governments estimates.[6] In fact, the proposed Project contains housing development at a lower density than would have been anticipated in planning-document based population estimates.

The Project does not involve extension of the roadway network, sewer facilities, water facilities, or related utilities to a previously unserved portion of the County not designated for urban development; and does not involve establishment of urban uses adjacent to ongoing agricultural operations in a way that encourages their conversion. The Project site is surrounded by existing urban development.

The growth-inducing impacts of the Project are **less than significant**.

Significant Irreversible Environmental Changes

The development of this site, and the future activities accommodated by the development of the site will result in the expenditure of non-renewable resources. Raw materials will be used to construct the homes and infrastructure on-site. Fossil fuels will be used in operations of the Project. The significance of the Project's environmental impacts is characterized in the environmental analyses sections of this EIR, sections 3.1 through 3.11, including both reversible and irreversible impacts.

Notes and References

[1] http://www.placer.ca.gov/planning/projlist.htm. The traffic impact analysis uses a slightly different list of Projects, compiled in coordination with the County and Caltrans. Please refer to the transportation appendix to this EIR for more information.

[2] The Placer County Air Pollution Control District has an operational off-site mitigation program, which is partially funded by development projects within Placer County, and partially funded by a surcharge on vehicle registration of $4. The Air District has approximately $3 million in the mitigation program, though the amount fluctuates quickly as incentive projects are implemented. With the funding, the Air District works with local business and property owners to encourage NOx emissions reductions through updating of vehicle fleets, converting vehicles or equipment to alternative clean or cleaner burning equipment, and many other methods. The program focuses on mobile sources and attempts to achieve emissions reduction in the same geographic area as the contributor to achieve as direct a relationship as is possible between development projects that contribute to the fund and the emissions reduction provided by the program.

[3] Please refer to http://www.placer.ca.gov/planning/project-docs/plaza.htm for more details.

[4] A detailed description of the methodology for calculating fair-share improvement costs is included in the Traffic/Transportation Appendix of this report.

[5] Bass, Herson, and Bogdan. *CEQA Deskbook*. 2001.

[5] Placer County *General Plan*, 1994; SACOG, *Metropolitan Transportation Plan for 2025*, 2002; SACOG, *Projections of Population, Housing, Employment and Primary and Secondary Students*, May 2001.